

Meeting Date:

12/2/08

AGENDA REPORT

City of Santa Clara, California

Agenda Item #

TD



Date: November 26, 2008

To: City Manager for Council Action

From: Director of Public Works / City Engineer

Subject: Public Hearing: Traffic Mitigation Program – Traffic Mitigation Impact Fees
Adoption of Resolution Approving Annual Report for Fiscal Year 2008-2009 and
Proposed Phase C of Traffic Impact Fee

EXECUTIVE SUMMARY:

In 1988 the City Council adopted Phase A of the Traffic Mitigation Program (TMP) to finance and construct traffic mitigation projects. In October 1997 Council approved Phase B of the TMP and the collection of impact fees for Phase B until 2008. Phase C of the TMP is hereby proposed as part of this year's annual review. Phase C is necessary to fund new traffic mitigation projects needed to maintain acceptable levels of service, and to fund portions of unfinished Phase A and Phase B projects. As in Phase B, some of the Phase C projects are geographically outside the Traffic Mitigation Area. These projects are located on thoroughfares or collector streets that are directly impacted by new developments within the Traffic Mitigation Area. Collection of Impact Fees is the primary funding mechanism for traffic improvement projects identified as Phase C projects. The remaining portions of unfinished Phase A and Phase B projects can be funded by Local, State, and Federal grants.

Each year the City Council conducts a public hearing to review the projects listed in the TMP, the primary funding sources for TMP projects, and the Traffic Impact Fee Rates. The Annual TMP and Impact Fee Report, and the Resolution to be adopted at this time have been prepared by staff, and reviewed for form by the City Attorney. See attached "DISCUSSION" section for details on fees collected. The Resolution is attached. The Annual TMP and Impact Fee and Proposed Phase C Report has been placed in the Council offices for review.

ADVANTAGES AND DISADVANTAGES OF ISSUE:

Impact Fee and Traffic Mitigation Assessment District (TMAD) funding will finance needed TMP improvements within the City. TMP projects to alleviate existing and projected traffic congestion would require other funding if TMP financing is not available.

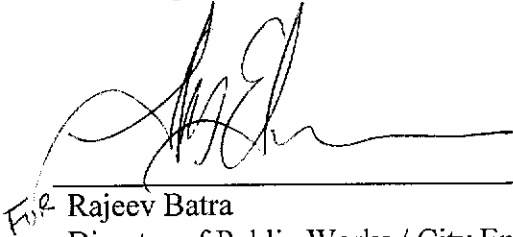
ECONOMIC/FISCAL IMPACT:

Phase A projects are funded by both Impact Fees and the TMAD. Phase B projects are funded by Impact Fees and other sources such as gas tax revenue and grants. Phase C projects are funded by Impact Fees and Local, State, and/or Federal grants.

RECOMMENDATION:


That the Council:

- 1) Conduct a public hearing to adopt a Resolution Approving, Confirming and Adopting the Traffic Mitigation Program and Traffic Mitigation Impact Fee Report for Fiscal Year 2008-2009 and Proposed Phase C.
- 2) Adopt the Resolution Approving, Confirming and Adopting the Traffic Mitigation Program and Traffic Mitigation Impact Fee Report for Fiscal Year 2008-2009 and Proposed Phase C.



Rajeev Batra
Director of Public Works / City Engineer

APPROVED:



Jennifer Sparacino
City Manager

Documents Related to this Report:

- 1) Resolution
- 2) Report

DISCUSSION:

Traffic Impact Fees are collected from new commercial and industrial developments but not from residential developments. The Phase A impact fee surplus amounted to \$919,256, which is the difference between actual impact fee revenue collected during Phase A (\$6,120,256) and required impact fee revenue for Phase A projects (\$5,201,000). This surplus is applied to Phase B projects in conjunction with the adoption of the Resolution approving the 1997-1998 annual report and Council approval of Phase B.

Phase B collections until 2008 are estimated to be approximately \$6,985,000 (this amount includes Phase A surplus money). This amount will be augmented by State and Federal grants, and sales tax revenue to finance the total required Phase B amount of \$10,250,000 for projects. Phase B projects are not funded by the TMAD. The Phase B impact fee deficit amounted to \$483,909 which is the difference between actual impact fee revenue collected during Phase B (\$6,501,091) and required impact fee revenue for Phase B projects (\$6,985,000). This deficit is included in Phase C project costs.

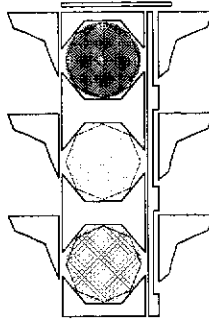
The Traffic Mitigation Program/Traffic Mitigation Impact Fee Report contains detailed Phase A and B project and impact fee collection information.

Phase C of the TMP is hereby proposed as part of this year's annual review. Phase C is necessary to fund new traffic mitigation projects needed to maintain acceptable levels of service, and portions of unfinished Phase A and Phase B projects. Collection of Impact Fees is the primary funding mechanism for traffic improvement projects identified as Phase C projects. The remaining portions of unfinished Phase A and Phase B projects can be funded by Local, State, and/or Federal grants. The recommended fee rates (based on projected development within the next ten-year period and the current estimate of project cost for Phase C) are shown in the report and listed below.

The Traffic Mitigation Impact Fees rates for each type of use are as follows:

Types of Use	Phase A	Phase B	Proposed Phase C
Office/R&D	\$1.00/SF	\$1.00/ SF	\$2.00/ SF
Industrial	\$0.40/ SF	\$0.40/ SF	\$0.90/ SF
Hotel/Motel	\$0.30/ SF	\$0.30/ SF	\$0.65/ SF
Warehouse	\$0.08/ SF	\$0.08/ SF	\$0.20/ SF
Transportation	\$0.16/ SF	\$0.16/ SF	\$0.35/ SF

CITY OF SANTA CLARA TRAFFIC MITIGATION PROGRAM



ANNUAL REPORT 2008-2009 TRAFFIC MITIGATION IMPACT FEES Phase A & B and Proposed Phase C

Rajeev Batra
Director of Public Works/
City Engineer

November 2008

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TRAFFIC MITIGATION PROGRAM

Phase A: Introduction and Cost Distribution

The Traffic Mitigation Program (TMP) was established in 1988 by City Council action. It was created as a means of financing traffic improvements which would alleviate congestion resulting from current and projected commuter traffic demands. Assessment District levies and Impact Fee collections were created to finance identified projects. The following shows original cost distributions and subsequent amendments for project costs for the first ten years of the Program, from Fiscal Year 1988-89 to Fiscal Year 1997-98. (The first ten year period of the Program is called Phase A, and the second ten year period is called Phase B.)

*Phase A
Costs, Cost Distributions, and Cost Amendments*

	Costs per 1988 Original Report	Costs per 1991-92 Amendment	Costs per 1993-94 Amendment	Costs per 1997-98 Amendment (Final)
40% PAID BY IMPACT FEES CHARGED TO NEW DEVELOPMENT	\$ 4,542,000	\$ 4,487,000	\$ 4,907,000	\$ 5,201,000
60% PAID BY ASSESSMENT DISTRICT LEVIES (ASSESSMENTS LEVIED ON DEVELOPMENT EXISTING AT TIME OF FORMATION)	\$ 8,546,000	\$ 6,731,000	\$ 7,361,000	\$ 7,802,000
TOTAL for PHASE A STREET & HIGHWAY IMPROVEMENT COSTS	\$13,088,000	\$11,218,000	12,268,000	\$13,003,000

The underlying principle for a 60% Assessment District / 40% Impact Fee cost distribution on Phase A projects is based on and derived from existing traffic congestion and projected traffic growth information contained in a Report done by the Traffic Consultant Deleuw, Cather and Co. on file in the City Traffic Engineer's Office. The Report, along with subsequent estimates by the City, indicate the following: New development during Phase A, subject to traffic impact fees, accounts for 40% of the traffic congestion in the area and therefore contributes 40% of the Phase A traffic mitigation costs. Existing development, subject to an assessment district levy, accounts for 60% of traffic congestion in the area and therefore contributes 60% of the Phase A traffic mitigation costs.

Phase A
List of Projects – 2008/2009

Description	Estimate		
	TOTAL (100%)	FINANCED BY IMPACT FEE (40%)	FINANCED BY ASSESSMENT DISTRICT (60%)
A. Traffic Signalizations (various locations) – 50% Completed	2,835,000	1,134,000	1,701,000
B. Tasman Bridge - Deleted Project	-0-	-0-	-0-
C. Great America Pkwy @ Mission College Level of Service Improvements - 33% Completed	2,601,000	1,040,400	1,560,600
D. Mission College Level of Service Improvements, between G.A.P. & Montague – 100% Completed	1,287,000	514,600	772,400
E. Great America Pkwy @ Bayshore Ramp Level of Service Improvements	390,000	156,000	234,000
F. Scott Boulevard Widening (Monroe to Martin) – 100% Completed	2,600,000	1,040,000	1,560,000
G. Great America Pkwy – between Tasman Drive and Mission College Blvd . Restriping and Construction of Bus Stops to improve arterial level of service	275,000	110,000	165,000
H. Lawrence Expressway HOV Lanes, between Stevens Creek Blvd & Highway 101 – 100% Completed	1,330,000	532,000	798,000
I. Industrial Area Sidewalk Construction at Various TMP District Areas – 50% Completed	1,295,000	518,000	777,000
J. Participation in the County Congestion Management Program and Transportation Deficiency Plan	50,000	20,000	30,000
K. Coleman Avenue Widening at Brokaw Road	190,000	76,000	114,000
L. Participation in a Traffic Engineering Study for Montague Expressway Widening – 100% Completed	150,000	60,000	90,000
TOTAL	\$13,003,000	\$5,201,000	\$7,802,000

Phase B: Introduction and Cost Distribution

Phase B of the TMP was approved by the City Council in October 1997, to continue the collection of Impact Fees until 2008. Collection of Impact Fees is the primary funding mechanism for traffic improvement projects identified as Phase B projects. There will be no funds collected from assessment district levies for Phase B projects. Following is a summary of project costs and funding sources for Phase B:

*Phase B
Costs and Cost Distributions, 2008-2009*

Description	Amounts
PORTION PAID BY TRAFFIC MITIGATION IMPACT FEES CHARGED TO NEW DEVELOPMENT	\$6,985,000
PORTION MAY BE PAID BY OTHER SOURCES , SUCH AS STATE AND FEDERAL GRANTS, AND SALES TAX REVENUE	\$3,265,000
TOTAL PHASE B STREET & HIGHWAY IMPROVEMENT COSTS	\$10,250,000

New development occurring during Phase B will account for all of the traffic growth and congestion during this Phase. Traffic congestion from these new developments will add to the congestion from developments that existed or were built during the Phase A stage. Phase B projects will be primarily funded by Impact Fees charged to new developments (there will not be Assessment District funding in this Phase). The remaining portion of Phase B project costs will be funded by State grants, Federal grants, and sales tax revenues.

Phase B
List of Projects – 2008/2009

Description	Estimate
1. Traffic Signalization & Signal Improvements at Various Locations – 50% Completed	\$1,600,000
2. Pedestrian Enhancements at Various Locations – 50% Completed	1,000,000
3. Level of Service Improvements at the Intersection of Monroe Street & Lawrence Expy	300,000
4. Ramp Widening at Montague and 101 – 100% Completed	500,000
5. Level of Service Improvements on Mission College Blvd from Montague Expressway to Great America Pkwy (in addition to Phase A funding) –100% Completed	2,200,000
6. Level of Service Improvements at the Intersection of El Camino Real & San Tomas Expressway	800,000
7. Level of Service Improvements at the Intersection of Homestead Road & San Tomas Expressway – 60% Completed	600,000
8. Level of Service Improvements at the Intersection of El Camino Real and Lafayette St	1,250,000
9. Level of Service Improvements at the Intersection of Saratoga Avenue at San Tomas Expressway – 60% Completed	400,000
10. Level of Service Improvements at the Intersection of Homestead Road & Kiely Blvd.	700,000
11. Traffic Signal and Median Modifications at Lafayette Street and Hope Drive – 100% Completed	200,000
12. Contribution to Montague Expressway Level of Service Improvements - 100% Completed	500,000
13. Contribution to Central Expressway Level of Service Intersection Improvements at De La Cruz, Lafayette, Scott, and Bowers – 100% Completed	200,000
TOTAL	\$ 10,250,000

Phase C: Introduction and Cost Distribution

Phase C of the TMP is hereby proposed as part of this year's annual review. Phase C is necessary to fund the new traffic mitigation projects needed to maintain acceptable levels of service.

Phase C projects will be primarily funded by Impact Fees charged to new developments (there will not be Assessment District funding in this Phase). The remaining portion of Phase C project costs will be funded by Local, State, and/or Federal grants. Portions of unfinished Phase A and Phase B projects can be funded by these grant sources. Following is a summary of project costs and funding sources for Phase C:

Phase C
Costs and Cost Distributions, 2008-2009

Description	Amounts
TRAFFIC MITIGATION IMPACT FEES CHARGED TO NEW DEVELOPMENT	\$20,154,000
PORTION MAY BE PAID BY OTHER SOURCES, SUCH AS LOCAL, STATE, AND/OR FEDERAL GRANTS	\$6,200,000
TOTAL PHASE C STREET & HIGHWAY IMPROVEMENT COSTS	\$26,354,000

New development and redevelopment occurring during Phase C will account for all of the traffic growth and congestion during this Phase. Traffic congestion from these new developments will add to the congestion from developments that existed or were built during the Phase A and Phase B stages. As in Phase B, some of the Phase C projects are geographically outside the Traffic Mitigation Area (TMA). These projects are located on thoroughfares or collector streets that are directly impacted by new developments within the TMA. Commercial, Office, and Industrial developments generate large amounts of trips that do not solely travel within the TMA. Even though some projects are located outside of the TMA, improvements will provide direct benefit to users traveling to and from the TMA, such as residential areas in the City or originating from outside the City with destinations within the TMA.

Phase C
List of Projects / Costs – 2008/2009

Project Description	Total Project Cost (Year 2008 Estimate)	City Share's Portion of Total Cost, %	Total City's Share of Project Cost (Year 2008 Estimate) a	Phase A		Phase B d	Phase C e=a-b-c-d
				Impact Fee Portion b	Assessment District Portion c		
1. Traffic Signalization & Signal Improvements at Various Areas	5,000,000	100%	5,000,000	1,134,000	1,701,000	1,600,000	565,000
2. Pedestrian Enhancement @ Various Locations	2,000,000	100%	2,000,000	-	-	1,000,000	1,000,000
3. Great America Parkway @ Mission College, Level of Service Improvements	5,242,000	100%	5,242,000	1,040,400	1,560,600	-	2,641,000
4. Great America Pkwy @ Bayshore Ramp Level of Service Improvements	685,000	100%	685,000	156,000	234,000	-	295,000
5. Great America Pkwy – between Tasman Drive and Mission College Blvd. Restriping and Construction of Bus Stops to improve arterial level of service	480,000	100%	480,000	110,000	165,000.00	-	205,000
6. Coleman Avenue Widening at Brokaw Road	335,000	100%	335,000	76,000	114,000.00	-	145,000
7. Level of Service Improvements at the Intersection of Monroe Street & Lawrence Expressway	400,000	100%	400,000	-	-	300,000	100,000
8. Level of Service Improvements at the Intersection of El Camino Real & San Tomas Expressway	1,040,000	100%	1,040,000	-	-	800,000.00	240,000
9. Level of Service Improvements at the Intersection of Homestead Road & San Tomas Expressway	650,000	100%	650,000	-	-	600,000	50,000
10. Level of Service Improvements at the Intersection of El Camino Real and Lafayette St	1,625,000	100%	1,625,000	-	-	1,250,000	375,000
11. Level of Service Improvements at the Intersection of Saratoga Avenue at San Tomas Expressway	658,000	100%	658,000	-	-	400,000	258,000
12. Level of Service Improvements at the Intersection of Homestead Road & Kiely Blvd.	910,000	100%	910,000	-	-	700,000	210,000
13. Travel Demand Model	130,000	100%	130,000	-	-	-	130,000
14. Widen Central Expressway to 6 lanes between Lawrence and San Tomas Expressways without HOV lane operations	13,600,000	20%	2,720,000	-	-	-	2,720,000
CONTINUES ON NEXT PAGE...							
15. Convert HOV queue jump lane at Central Expressway and			20,000	-	-	-	20,000

Project Description	Total Project Cost (Year 2008 Estimate)	City Share's Portion of Total Cost, %	Total City's Share of Project Cost (Year 2008 Estimate) a	Phase A		Phase B d	Phase C e=a-b-c-d
				Impact Fee Portion b	Assessment District Portion c		
Bowers to mixed flow based on 10 years of poor performance and LOS problems	100,000	20%					
16. Convert the Measure B HOV lane widening along Central Expy. between San Tomas and De La Cruz to mixed flow if unsuccessful after a 3 to 5-year trial period	100,000	20%	20,000	-	-	-	20,000
17. Close median at Lochinvar and right-in-and-out access at DeSoto, Golden State, Granada, Lillick, Buckley, and St. Lawrence/Lawrence Station on-ramp	1,500,000	20%	300,000	-	-	-	300,000
18. Widen to 8 lanes along San Tomas Expressway between Williams and El Camino Real with additional left-turn lane from EB and WB El Camino Real to San Tomas	40,700,000	20%	8,140,000	-	-	-	8,140,000
19. Par-clo interchange at Montague & US 101	12,000,000	20%	2,400,000	-	-	-	2,400,000
20. Provide additional EB through lane on Homestead at Lawrence Expressway	2,600,000	20%	520,000	-	-	-	520,000
21. Provide additional left-turn lane from WB Benton to SB Lawrence Expressway	2,600,000	20%	520,000	-	-	-	520,000
22. Provide additional right-turn lane from WB Scott to NB San Tomas Expressway	1,300,000	20%	260,000	-	-	-	260,000
23. Provide an additional right-turn lane from WB Monroe to NB San Tomas	1,300,000	20%	260,000	-	-	-	260,000
24. Traffic Division - Traffic Signal Operations Center	250,000	100%	250,000	-	-	-	250,000
25. Traffic Signal Controller Upgrade	4,300,000	100%	4,300,000	-	-	-	4,300,000
26. Interconnection of Traffic Signals at 101/ Great America Parkway and 101/Bowers	170,000	100%	170,000	-	-	-	170,000
27. Cameras for Traffic Monitoring and Operation at 30 Locations	260,000	100%	260,000	-	-	-	260,000
TOTAL (PHASE C)							\$26,354,000

PHASE 'C' PROJECTED NEW DEVELOPMENT SQUARE FOOTAGE

APPROVED AND PENDING PROJECTS AS OF JULY 21, 2008

Project	Location and APN	Description	Anticipated year built (for TIA purposes)	Existing Square footage	Net SF Increase/ Decrease
Intel SC-13	2250 Mission College Blvd 104-39-021	100,000 sf of office land use	2-5 years	Existing industrial use 568,055	100,000
Applied Materials	3333 Scott Boulevard, Santa Clara 104-52-020	Exist. industrial use redeveloped to 840,000 sf Office/R&D	7-10 years	Vacant	840,000
Cognac Great America	5402 Great American Parkway @ Yerba Buena, Santa Clara	Exist office use redeveloped to 278,000 sf of Office/R&D	2-5 years	144,000	134,000
Yerba Buena/Irvine	5351 Great American Parkway @Yerba Buena, Santa Clara	Vacant/undeveloped site developed to 911,000 sf of office use	2-5 years	Vacant	911,000
Sobrato	2200 Lawson Lane, Santa Clara	516,000 sf of office use	1-3 years	310,000	206,000
Intel SC-12b Regency	2350 Mission College Boulevard, Santa Clara 104-13-097	100,000 sf of office land use	1-3 years	235,523 of industrial use	100,000 (Office)
					-100,000 (Industrial)
Intel SC-14/South Bay Dev	Mission College Boulevard @ Freedom Circle, Santa Clara 104-40-036	400,000 sf of office land use	10 years	219,978 sf of industrial use	400,000 (Office)
					-219,978 (Industrial)
Agilent Technologies	5301 Stevens Creek at Lawrence 316-17-018	Redeveloped to 727,500 sf of Office/R&D	10 years	727,500 sf of industrial use	727,500 (Office)
					-727,500 (Industrial)
Regency Plaza	2350 Mission College Boulevard, Santa Clara 104-13-097	300,000 sf of office use and 6,000 sf of retail use	5-10 years	251,000 office/industrial	49,000
Augustine Bowers Industrial Campus / Equity Office	2620-2727 Augustine Drive (includes properties on Bowers and Scott)	1,969,600 sf of office and 35,000 sf of retail	3-7 years	444,752 sf office/5,290 sq. ft restaurant	1,524,848
Lowe Enterprises	3250 Scott Boulevard 216-29-117	Redeveloped to 215,000 sf of office use	3-5 years	70,046 sf of office/industrial	144,954
San Tomas Business Park Campus / Harvest Properties	2600, 2800 San Tomas Expressway & 2400 Condensa Street, Santa Clara	1,950,000 sf of office and high-tech lab buildings replacing approx. 690,000 sf of office space.	1-15 years- in phases	690,550 sf office & industrial use	1,259,450
Sobrato	4301-4401 Great America @ Mission College Blvd, Santa Clara	600,000 sf of office use	3-5 years	301,163	298,837
Tasman/Patrick Henry and Old Ironsides	Nine parcels bounded by Tasman, PH, Democracy Way, OI	3,000,000 sq. ft of office/R & D	2-5 years	640,000 office/industrial	2,360,000
3300 Olcott	Menlo Equities 224-47-017	200,000 sf	3-5 years	100,575	99,425
Total Office/R&D - NET Square Footage Increase					9,155,014
Total Industrial - NET Square Footage Decrease					-1,047,478
Hotel Le Grande	2875 Lakeside Drive, Santa Clara	Existing hotel expanding to 170-room hotel/condominium	5-10 years	9,980 sq ft restaurant	136,000
Total Hotel - - NET Square Footage Increase					136,000

TRAFFIC MITIGATION IMPACT FEES **Trip Generation Factors and Fee Formula**

Trip Generation Factors

* TRIPS PER 1,000 S.F.

OFFICE/R & D	2.3
INDUSTRIAL MANUFACTURING/ NON-MANUFACTURING	1.0
HOTELS AND MOTELS	0.7
WAREHOUSING, UTILITIES & COMMUNICATIONS	0.2
BUS & TRUCK TRANSPORTATION	0.4

* Trips/1000 SF taken from the Engineer's Report for the Traffic Mitigation Assessment District (TMAD) No. 1988-1 by Brian, Kangas & Foulk Consulting Engineers, on file in the City Engineer's Office (1988)

Fee Calculations

Fee calculations are based upon projections for new development in Phase C and trip rates per each type of use, as follows:

1. Total trips for each use and total trips for all uses:

	Trip Rate** (trips per 1000 sf)	Total Projected SF*** (Phase C)	Total Trips per Type of Use
Office/R&D	2.3	9,155,014	21,057
Industrial	1.0	-1,047,478	-1,047
Hotel/Motel	0.7	136,000	95
Warehouse	0.2	0	0
Transportation	0.4	0	0
Total trips for all uses			20,105

** Based on original TMAD Engineer's Report

*** Projected square footage within the period covered by Phase 'C' of the Traffic Mitigation Program where derived from list of Planning Department approved & pending project that could potentially occur within the next 10-year period,

2. Total Phase C revenue required from Traffic Impact Fees = (2.3X) times (projected Phase 'C' office/R&D square footage/1,000) + (1.0X) times (projected Phase 'C' industrial square footage/1,000) + (0.7X) times (projected Phase 'C' hotel/motel square footage/1,000) + (0.2X) times (projected Phase 'C' warehousing, utilities, or communications/1,000) + (0.4X) times (projected Phase 'C' bus and truck transportation/1,000) + Phase 'C' interest earned + funding from Local, State, and/or Federal Grants = **\$26,354,000.** Where X = Base Unit Fee, in \$ per Trip.

$$= (2.3X) (9,155) + (1.0X) (-1,047) + (0.7X) (136) + (0.2X) (0) + (0.4X) (0) + 1,581,240 (\text{Interest}) + \$6,200,000 (\text{grants}) = \$26,354,000$$

3. The Base Unit Fee (X), in dollars per trip can be calculated from the total revenue required divided by total trips for all uses: **(\$26,354,000-\$7,781,240) / 20,105 trips = \$923.79 per trip**

TRAFFIC MITIGATION IMPACT FEES (Phase C)

4. Traffic Impact Fee per square foot for each type of Use:

	Trip Rate* (trips per SF)	\$ per trip**	\$ per SF (Trip Rate) X (\$923.79 per trip)	Traffic Impact Fee (rounded \$ per SF)
Office/R&D	2.3/1000	\$923.79	2.125	\$2.00
Industrial	1.0/1000	\$923.79	0.924	\$0.90
Hotel/Motel	0.7/1000	\$923.79	0.647	\$0.65
Warehouse	0.2/1000	\$923.79	0.185	\$0.20
Transportation	0.4/1000	\$923.79	0.370	\$0.35

* Based on TMAD Engineer's Report

** Item number 3 of above calculation

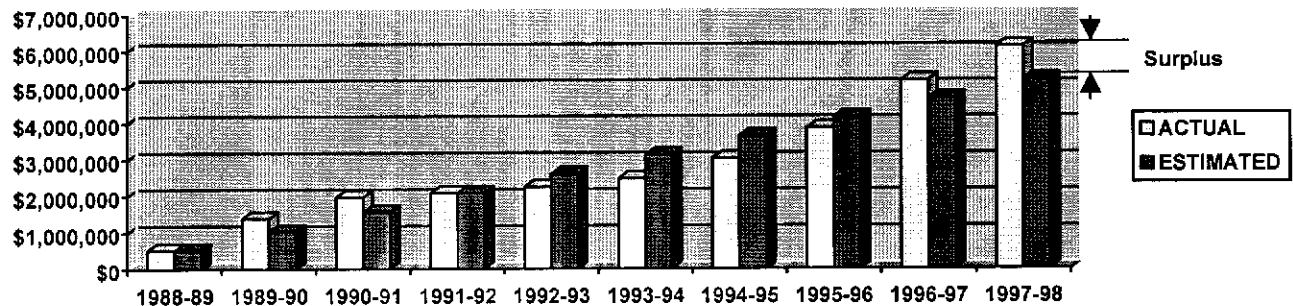
The Traffic Impact Fee rates shown above were calculated using Phase C projected square footages (Citywide) and estimated Phase C project costs.

Fee Revenue

Traffic Mitigation Impact Fee Revenue Collected During Phase A

Fiscal Year	ACTUAL (YEARLY)	ACTUAL (CUMULATIVE)	ESTIMATED/ REQUIRED (YEARLY)	ESTIMATED/ REQUIRED (CUMULATIVE)
1988-89	\$520,829	\$520,829	\$520,100	520,100
1989-90	871,466	1,392,295	520,100	1,040,200
1990-91	579,461	1,971,756	520,100	1,560,300
1991-92	107,217	2,078,973	520,100	2,080,400
1992-93	161,108	2,240,081	520,100	2,600,500
1993-94	231,885	2,471,966	520,100	3,120,600
1994-95	558,790	3,030,756	520,100	3,640,700
1995-96	828,964	3,859,720	520,100	4,160,800
1996-97	1,318,956	5,178,676	520,100	4,680,900
1997-98	941,580	6,120,256	520,100	5,201,000
TOTALS	\$6,120,256		\$5,201,000	

Note: Phase A surplus is \$919,256, which is the difference between actual revenue (\$6,120,256) and required revenue (\$5,201,000). This surplus is applied to Phase B.

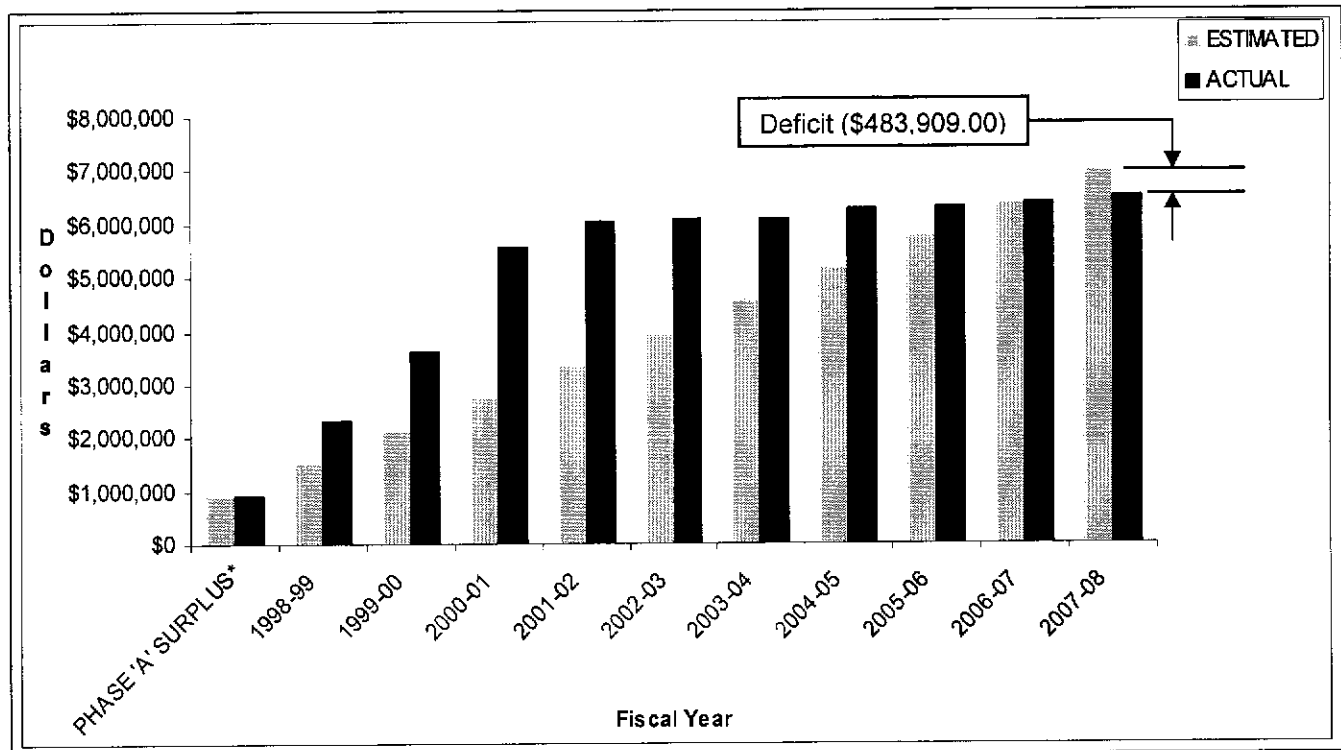


Phase A Impact Fee Revenue (Actual vs. Estimated)

Traffic Mitigation Impact Fee Revenue Collected for Phase B

	ESTIMATED	ESTIMATED CUMULATIVE	ACTUAL	ACTUAL CUMULATIVE
PHASE 'A' SURPLUS	919,256	919,256	919,256	919,256
1998-99	606,574	1,525,830	1,397,174	2,316,430
1999-00	606,574	2,132,405	1,289,507	3,605,937
2000-01	606,574	2,738,979	1,956,456	5,562,393
2001-02	606,574	3,345,554	452,356	6,014,749
2002-03	606,574	3,952,128	56,886	6,071,635
2003-04	606,574	4,558,702	9,331	6,080,966
2004-05	606,574	5,165,277	200,109	6,281,075
2005-06	606,574	5,771,851	29,182	6,310,257
2006-07	606,574	6,378,426	58,671	6,368,928
2007-08	606,574	6,985,000	132,163	6,501,091
TOTALS	\$6,985,000		\$6,501,091	

Note: Phase B deficit is \$483,909 which is the difference between actual revenue (\$6,501,091) and required revenue (\$6,985,000). This deficit is included in Phase C



Phase B Impact Fee Revenue (Actual vs. Estimated)

Traffic Mitigation Impact Fee Revenue Collected for Phase C

	ESTIMATED	ESTIMATED CUMULATIVE	ACTUAL	ACTUAL CUMULATIVE
2008-2009	2,015,400	2,015,400		
2009-2010	2,015,400	4,030,800		
2010-2011	2,015,400	6,046,200		
2011-2012	2,015,400	8,061,600		
2012-2013	2,015,400	10,077,000		
2013-2014	2,015,400	12,092,400		
2014-2015	2,015,400	14,107,800		
2015-2016	2,015,400	16,123,200		
2016-2017	2,015,400	18,138,600		
2017-2018	2,015,400	20,154,000		
TOTALS	\$20,154,000			

Note: Phase B deficit is \$483,909 which is the difference between actual revenue (\$6,501,091) and required revenue (\$6,985,000). This deficit is included in Phase C.

SUMMARY

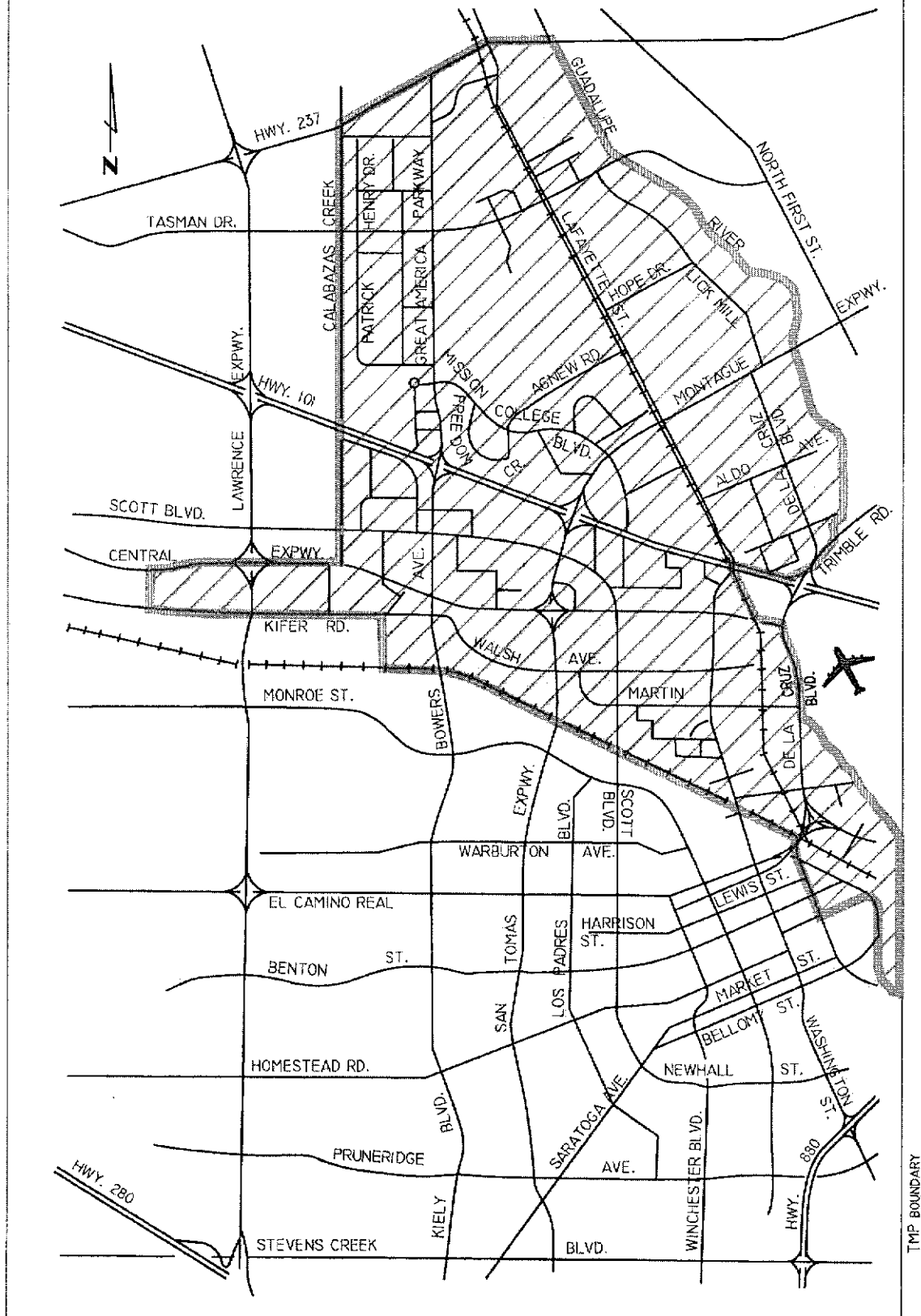
- Traffic Mitigation Impact Fees fund a portion of the projects identified in Phase A of the Traffic Mitigation Program. The Traffic Mitigation Assessment District funds the other portion of Phase A projects.
- Approval of Phase B continues the collection of Impact Fees until 2008, funding the major portion of Phase B Projects. State and Federal grants and sales tax will be the other sources of funds for Phase B Projects.
- Approval of Phase C will continue collection of Impact Fees, funding the increased cost of the uncompleted Phase A and Phase B Projects and new project(s). Impact Fees are imposed on new or expanding development. Local, State and Federal grants will be the other sources of funds for Phase C Projects.
- Impact Fees are paid prior to issuance of Building Permits.
- Phase C Impact Fees vary from \$0.20/S.F. to \$2.00/S.F. and are based on Trip Generation Rates.
- The Traffic Mitigation Impact Fee Boundary is the same as the Traffic Mitigation Assessment District boundary.
- The Traffic Mitigation Program is reviewed annually.
- The Traffic Mitigation Program is flexible because fees can be adjusted, project schedules can be adjusted, projects can be modified, phased, deleted, or expanded, and the Program boundaries can be modified.
- The Program is integrated with the process of collecting fees to mitigate regional impacts and fund regional traffic improvements.

Exhibits

- **Traffic Mitigation Program Area Map**
- **Map of Phase A Projects**
- **Map of Phase B Projects**
- **Map of Phase C Projects**
- **Industrial Sidewalk Area Map**

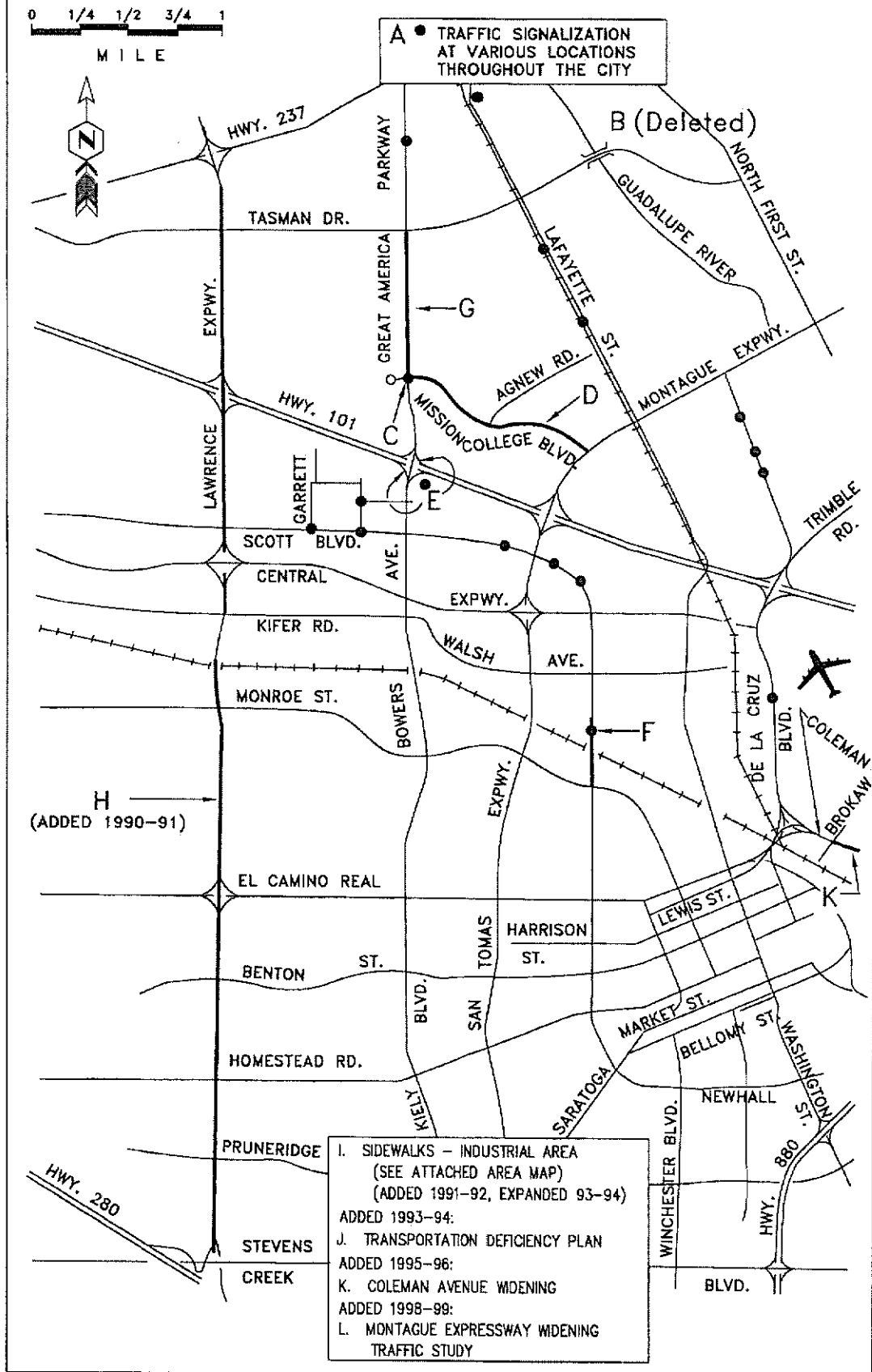
TRAFFIC MITIGATION PROGRAM AREA MAP

(NOTE: BOUNDARIES OF TMAD & TMIF ARE COINCIDENT)



2008-09 REVIEW: NO CHANGE IN AREA

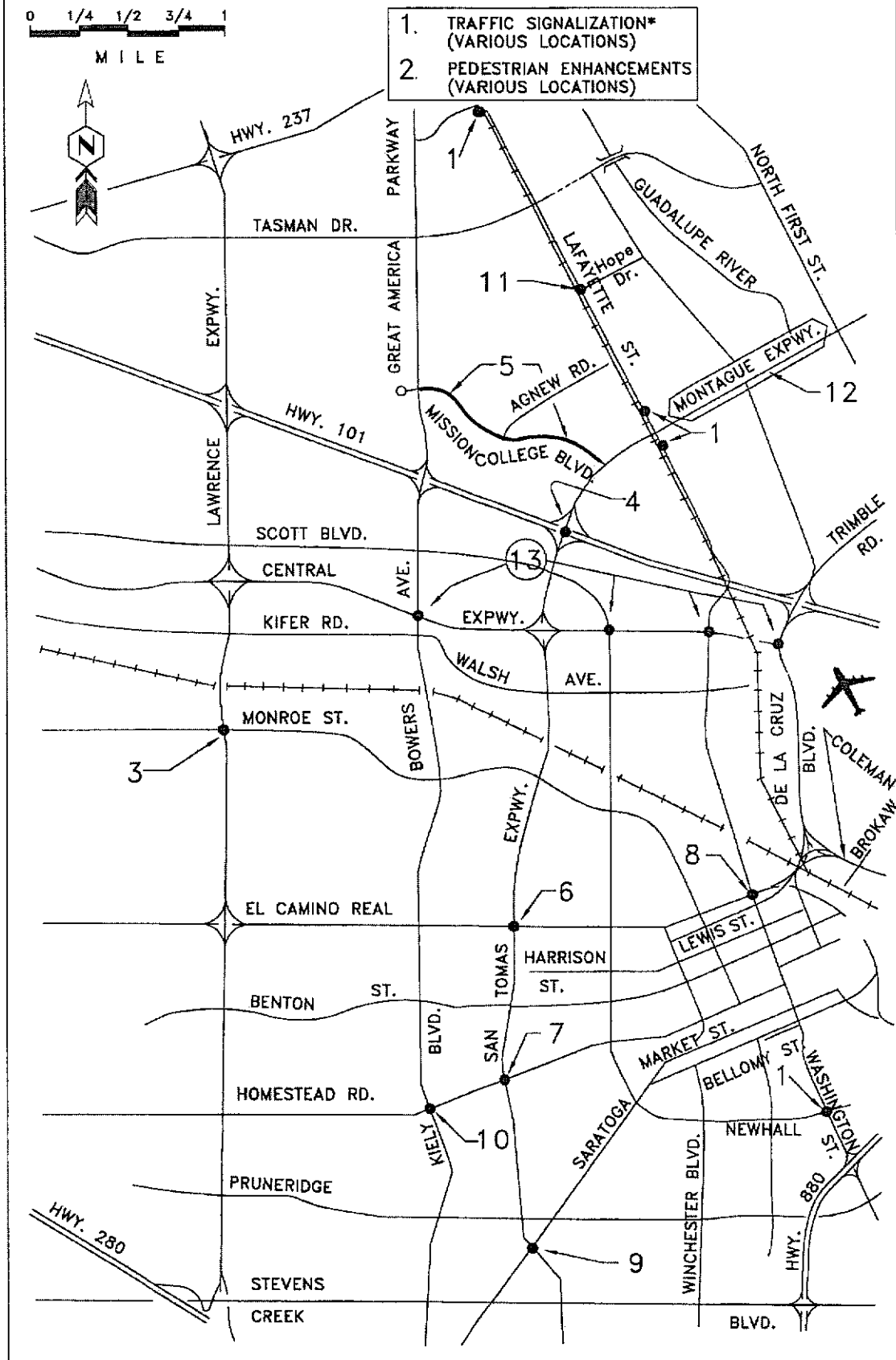
CITY OF SANTA CLARA, CALIFORNIA TRAFFIC MITIGATION PROGRAM PHASE A PROJECTS



PHASE 'A'

2008-09 ANNUAL REVIEW

CITY OF SANTA CLARA, CALIFORNIA TRAFFIC MITIGATION PROGRAM PHASE B PROJECTS



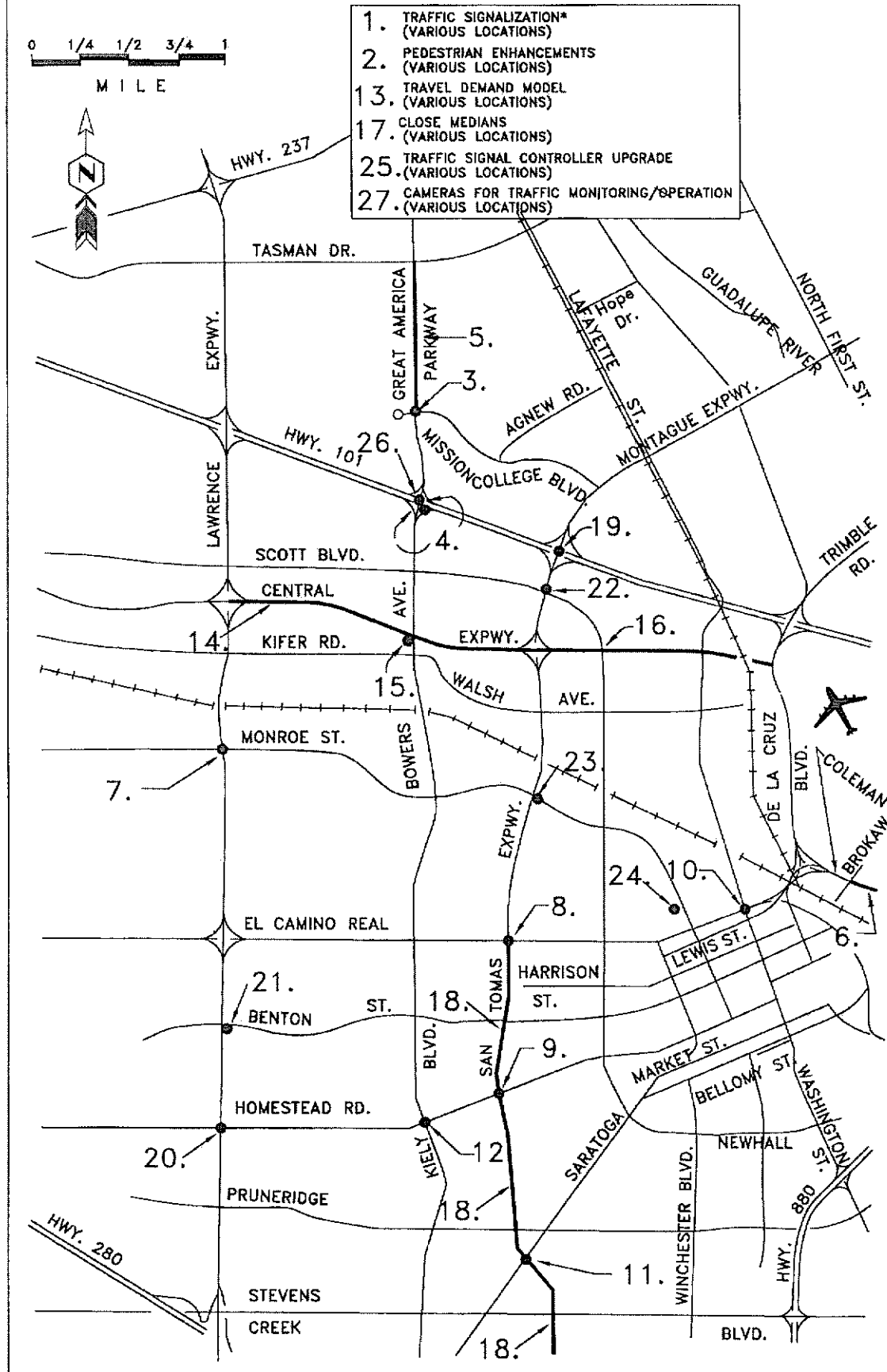
Phase b projects 08-09

*INCLUDES TRAFFIC SIGNAL STUDIES AND
TRANSPORTATION SYSTEM ENHANCEMENTS THROUGHOUT CITY

PHASE 'B'

2008-09 ANNUAL REVIEW

CITY OF SANTA CLARA, CALIFORNIA TRAFFIC MITIGATION PROGRAM PHASE C PROJECTS

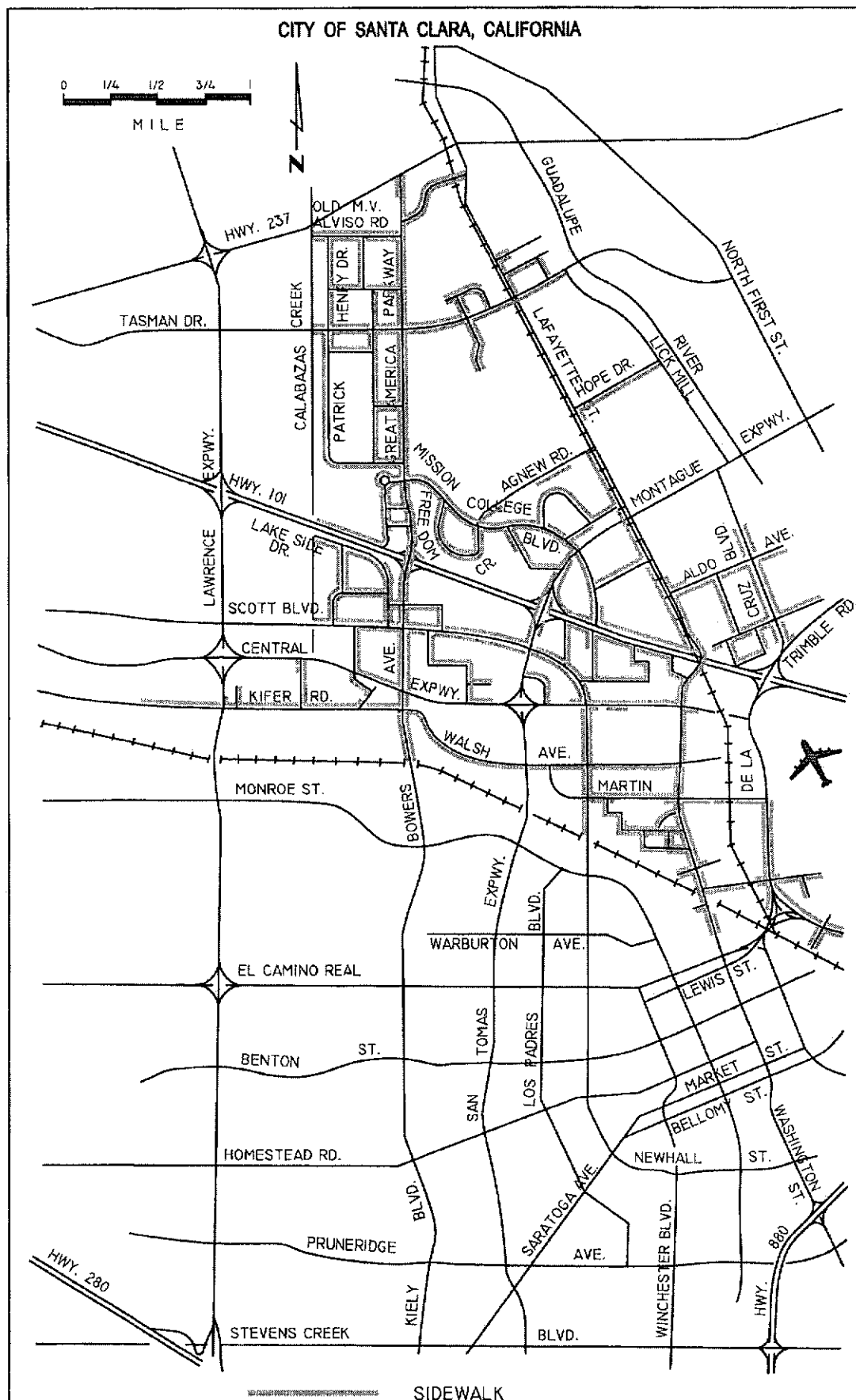


*INCLUDES TRAFFIC SIGNAL STUDIES AND
TRANSPORTATION SYSTEM ENHANCEMENTS THROUGHOUT CITY

PHASE 'C'

2008-09 ANNUAL REVIEW

phase c projects 08-09



Industrial Sidewalk Area Map

INDUSTRIAL SIDEWALK AREA MAP

CITY OF SANTA CLARA

AGENDA MATERIAL ROUTE SHEET

Council Date: Dec 2, 2008

SUBJECT: APPROVAL OF REPORT FOR FISCAL YEAR 2008-2009
TRAFFIC MITIGATION PROGRAM AND IMPACT FEE

CERTIFICATION

The proposed RESOLUTION
Regarding TRAFFIC MITIGATION PROGRAM AND IMPACT FEE FOR FISCAL YEAR 2008-2009
AND PROPOSED PHASE C
has been reviewed and is hereby certified.

PUBLICATION REQUIRED:

The attached Notice/Resolution/Ordinance is to be published 2 time(s) ^{THE FIRST publication} at least 10 days before the scheduled meeting/public hearing/bid opening/etc., which is scheduled for December 2, 2008.

AUTHORITY SOURCE FOR PUBLICATION REQUIREMENT:

Federal Codes:

Title U.S.C. §
(Titles run 1 through 50)

California Codes:

Code Government § 66018
(i.e., Government, Street and Highway, Public Resources)

Federal Regulations:

Title C.F.R. §
(Titles run 1 through 50)

California Regulations:

Title California Code of Regulations §
(Titles run 1 through 28)

City

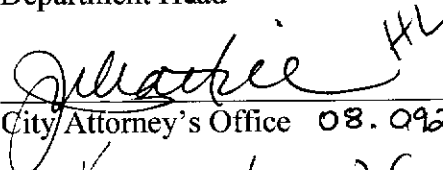
City Charter § 1310 (i.e., 1310. Public Works Contracts. Notice published at least once at least ten days before bid opening)

City Code § Chapter 16.15

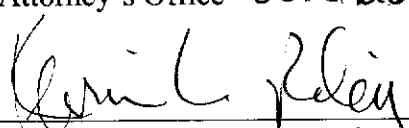
1. As to City Functions, by


Department Head

2. As to Legality, by


City Attorney's Office 08.0926

3. As to Environmental
Impact Requirements, by


Director of Planning and Inspection

4. As to Substance, by


City Manager

Revision Date June 7, 2005

Send Card Week

[illegible]

County of Santa Clara
State of California
County of Santa Clara

CONFIDENTIAL

[illegible][illegible]

As a result, the model is able to capture the nonlinear relationship between the variables and the response variable. The model is able to capture the nonlinear relationship between the variables and the response variable.

1. What is the purpose of the study?

14-00000

**NOTICE OF PUBLIC HEARING ON
ANNUAL REPORT ON THE TRAFFIC
MITIGATION PROGRAM
IMPACT FEES AND PROPOSED
PHASE C**

NOTICE IS HEREBY GIVEN that the City of Santa Clara has fixed December 2, 2008, at 7:00 p.m., or as soon as the matter may be heard, in the City Hall Council Chambers, 1500 Warburton Avenue, Santa Clara, California, as the date, time and place of the Public Hearing on the Resolution for the Annual Report On The Traffic Mitigation Program Traffic Mitigation Impact Fees For Phase A, Phase B and Proposed Phase C. Phase C will provide for continued collection of Traffic Impact Fees pursuant to Section 17.15.330 of the Code of the City of Santa Clara.

The text of the resolution is available for viewing and/or copying in the Office of the City Clerk, City Hall, 1500 Warburton Avenue, Santa Clara, California 95050.

Americans with Disabilities Act (ADA). The public hearing location is accessible by wheelchair and public transportation. People with impaired speech or hearing may call (408) 615-2490 through 711 the nationwide Telecommunications Relay Service. The California Relay Service can also be reached in Spanish for both TDD and voice at 1-800-955-3000. Sign language interpretation, translation into languages other than English, and interpretation for persons with visual impairments are available. If you need sign or other interpretation, please call (408) 615-2490 at least one week in advance of the hearing. Reasonable modifications in policies, procedures and/or practices will be made as necessary to ensure access for all individuals with a disability or with limited English proficiency. For more information, contact City's ADA office at 408-615-3000.

Rod Diridon, Jr, City Clerk
Pub.: 11/19, 11/26/2008